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# Hongkong Daily Press.

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**ALEX. ROSS & Co.**  
Machinery Department,  
4, Des Vaux Rd. Cent.  
Phone 87.

[2079]

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[1898]

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### TIME-TABLE

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|------------------------|------------------|
| 7.00 a.m. to 8.00 a.m. | Every 15 minutes |
| 8.00 " " 10.00 " "     | " " 10 "         |
| 10.00 " " 11.00 " "    | " " 10 "         |
| 11.30 " " 12.45 p.m.   | " " 15 "         |
| 12.45 p.m. to 1.15 " " | " " 15 "         |
| 1.15 " " 1.45 " "      | " " 15 "         |
| 1.45 " " 2.15 " "      | " " 15 "         |
| 2.15 " " 2.45 " "      | " " 15 "         |
| 2.45 " " 3.00 " "      | " " 10 "         |

**NIGHT CLAS.**  
8.50 p.m. and 9.00 p.m. 8.30 to 11.00 p.m.  
Every Half-Hour.

1.00 p.m. to 11.45 p.m. Every Quarter-Hour

**SUNDAYS.**

| WEEK DAYS.              |                  |
|-------------------------|------------------|
| 7.20 a.m. to 10.20 a.m. | Every 15 minutes |
| 10.20 " " 11.00 " "     | " " 10 "         |
| 11.20 " " 12.00 noon    | " " 15 "         |
| 12.00 noon to 1.00 p.m. | " " 10 "         |
| 1.00 p.m. to 2.30 " "   | " " 15 "         |
| 2.30 " " 3.00 " "       | " " 10 "         |
| 3.00 " " 3.30 " "       | " " 10 "         |
| 3.30 " " 4.00 " "       | " " 10 "         |

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Extra Car at 12 Midnight.

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Comptroller Order representing Bank Notes.

**JOHN D. HUMPHREYS & SON,**

General Managers.

[1818]

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### TIME-TABLE.

On and after WEDNESDAY, 12th DECEMBER, 1917, until further Notice.

### DOWN TRAINS.

| Stations                |      | No. 5<br>Through<br>Express<br>a.m. | No. 7<br>Local<br>a.m. | No. 9<br>Through<br>Slow<br>a.m. | No. 11<br>Local<br>a.m. | No. 13<br>Through<br>Express<br>p.m. | No. 15<br>Local<br>p.m. | No. 17<br>Local<br>p.m. | No. 19<br>Local<br>p.m. | No. 21<br>Local<br>p.m. |
|-------------------------|------|-------------------------------------|------------------------|----------------------------------|-------------------------|--------------------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| CANTON<br>(Tid Sui Tan) | dep. | 7.55                                |                        | 8.30                             |                         | 8.50                                 |                         |                         |                         |                         |
| SHUI LUNG               | dep. | 8.40                                |                        | 11.10                            |                         | 8.50                                 |                         |                         |                         |                         |
| Shun Chun               | dep. | 10.25                               |                        | 8.50                             |                         |                                      | 8.50                    |                         |                         |                         |
| Shung Shui              | dep. |                                     | 9.10                   | 8.57                             | 11.45                   |                                      |                         | 8.50                    | 8.50                    | 8.50                    |
| Failing                 | dep. |                                     | 9.35                   | 9.41                             | 11.68                   |                                      |                         |                         | 8.50                    | 8.50                    |
| Tai Po Market           | dep. |                                     | 9.58                   | 9.53                             | 12.00                   |                                      |                         |                         | 8.50                    | 8.50                    |
| Tai Po                  | dep. |                                     | 10.10                  | 10.05                            | 12.10                   |                                      |                         |                         | 8.50                    | 8.50                    |
| Shatin                  | dep. |                                     | 9.44                   | 9.33                             | 12.24                   |                                      |                         |                         | 8.50                    | 8.50                    |
| Yamat                   | dep. |                                     | 9.56                   | 9.52                             | 12.35                   |                                      |                         |                         | 8.50                    | 8.50                    |
| Hong Hon                | dep. |                                     | 9.58                   | 9.52                             | 12.45                   |                                      |                         |                         | 8.50                    | 8.50                    |
| YONG TONG               | dep. | 11.05                               | 9.05                   | 8.55                             | 12.45                   | 7.00                                 |                         | 8.50                    | 7.15                    | 8.50                    |



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(19-1)

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REVISED BY THE MEMBERS

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(18-1)

### ARRAS SAVED BY LONDON TROOPS.

GLORIOUS DEFENCE.

[FROM PHILIP GIBBS.]

WAR CORRESPONDENTS' HEADQUARTERS,  
FRANCE, April 1st.

We out here who knew that this thing  
was coming upon us, creeping nearer  
every day with its monstrous menace,  
held our breath and waited. When at  
last the thing broke it was more frightful  
in its loss of overwhelming powers  
than even we had guessed. Since then all  
our armies have lived with intense under-  
standing of the greatness of these days,  
of the meaning to the destiny of the  
world, and every private soldier or trans-  
port driver or linesman or labourer has  
been exalted by an emotion stronger than  
the effects of drugs. They do not say  
much, these men of ours, but there is a  
queer light in their eyes shining out of  
faces greyed by sleeplessness or streaked  
with blood. They laugh in the same old  
way at any joke on the road, and some-  
times when shells are bursting close, as I  
heard—gusts of laughter following crashes  
of high velocities about some groups of  
men a day or two ago. They go march-  
ing up to the battle line with unfaltering  
feet, and their hands leading them on to  
the edge of its first zone, and it is like a  
pageant as they pass, these long columns  
of men in steel hats, shouldering heavy  
packs, with their rifles slung, and these  
miles long of transport and these endless  
teams of mule-drivers and wagon-drivers  
and streams of mounted men. As an on-  
looker I have been caught up in these  
tides for hundreds of kilometres from  
south to north, and the spirit of these  
armies on the move, seem almost visible  
as though all emotions in these men's  
hearts were vibrant about one.

Men who have just moved up to hold  
the lines are hoping for an attack so that  
they can smash more enemy divisions.  
Anger moves in them because the enemy  
threw us back in places by overwhelming  
odds. Now, they swear, he will be staped  
and broken. Their own losses do not  
make them mournful. They wipe out of  
their minds for the time the horrors and  
tragedy they have seen. Fierce exaltation  
at the destruction of the enemy, grim  
pride in repulsing his bloodiest attacks,  
resolution to pay back and take back,  
have changed the gentlest fellow into a  
man who handles his rifle or machine-  
gun with a secret promise to himself,  
ready to stop with his own body another  
German advance. Passion has taken  
possession of our men because they know  
that if the enemy broke through them all  
they have fought for would be jeopardised  
and this four years of war would have  
been in vain for us. That seems to me  
the only explanation of the things that  
have been done by masses of our men or  
by small bodies isolated in periguard  
actions—astounding things in endurance  
and sacrifice.

LONDONERS' BIG BLOW.  
Yesterday I saw some of those men who  
have been fighting in the battle of Arras,  
heroes of the heaviest blow the enemy has  
received since March 21st. There were  
some London regiments amongst them,  
and their hand was playing a tattoo as  
the evening set in and a great glory of  
gold flamed across the western sky after  
a day of storm. The colonel of their bat-  
talion—it was the London Rifle Brigade—  
came out after a sleep and a wash and  
a shave—all his kit had been lost in a  
dug-out, but he had borrowed a razor  
from his batman—and nobody would have  
guessed that this smiling man with per-  
fectly bright eyes and easy manners had  
just come out of a battle where many of  
his comrades fell around him under  
frightful shelling where he would have  
died if his rifle had not been shot out of  
him, and where he had seen dead bodies  
piled on waves against blasts of  
machine-gun bullets and the fire of our  
field artillery. He spoke just a word or  
two about the tragedy of losing many of  
his best and bravest, then put that  
thought aside, and told of their heroic  
defence and the laughter of the enemy.  
It was a great slaughter in that battle of  
Arras. From a document found on a  
German airman brought down in our  
lines it is now certain that the enemy  
had most ambitious objectives, including  
the capture of Arras and the turning  
of Vimy Ridge. Two German  
divisions were holding the line  
north of the Scarpe from Gavrelle  
to Oppy, and three special "shock"  
divisions were assembled to pass through  
and turn the ridge from the south, while  
farther south one division was to take  
the heights east of Arras and a Guards  
Division to take Arras itself. After that  
the objectives were indefinite. This bat-  
talion of Londoners was holding the fore-  
most line by a system of posts in advance  
of the battle line, among them Mill Post,  
Bradford Post, and Towie Post, and the  
enemy began the battle by a concentra-  
ted bombardment on these, while he gassed  
the support lines and the field art-  
illery positions and brought his barrage  
backwards and forwards over our main  
defences down there by Gavrelle and  
Baillou and Oppy Wood, where one even-  
ing before March 21st I went to see some  
of these London lads and saw those sinis-  
ter ruins and broken trees which three  
days ago were smothered in a fury of  
fire. Most of the posts were blotted out  
utterly. From one held by Westminster's  
a small body of men, surrounded by num-  
bers of the enemy, fought their way back.  
An officer of the London Rifle Brigade  
who has been out since the beginning of  
the war says he never saw such an in-  
tense bombardment and when it lifted  
the Germans came over in close forma-  
tion, wave after wave. Behind them at  
some distance rode the company coman-  
ders on horses, and behind them the field  
artillery. Each man carried full packs  
and an extra pair of boots—one man two  
extra pairs—for a long march, and  
rations for six days.

GERMANS MOVED DOWN.

They did not travel far; they were  
caught by the machine-gun fire and  
literally mown down on the wire. Our  
field-guns made targets of them and tore  
gaps in their ranks. Some of them got  
into our front line, but the London rifle-  
men pulled down parts of their parapet,  
made blocks in the trench, and kept them  
back by bombing and rifle fire. An  
enemy battery was unlimbered. German  
officers stroled up with sticks to point  
out the gaps in our wire to their men,  
and were shot down like rabbits. These  
London men fell back to the main de-  
fensive line a short distance to the rear,  
and the enemy never penetrated this,  
though all day long he made fresh efforts  
from 9.45 in the morning till seven in  
the evening. The London men lost many  
of their comrades in all those hours of  
bloody and costly fighting, but by their  
heroic defence they foiled the enemy's  
most ambitious plan. Our machine-  
gunners, say they were sick of killing,  
and the colonel of the Rifle Brigade used  
300 rounds, and each bullet found its  
mark.

The troops on the right of these bore  
the brunt of most formidable attacks on  
the same method as those above described.  
The Essex men fought like demons, say  
their officers, in Chilly French and Avenue,  
our foremost trenches, and one body of  
them sent back a message that they were  
going to fight to the death. They did,  
and no man came back. Some Scottish  
battalions were hard pressed, and had  
to withdraw a short distance till night-  
fall. Since then counter-attacks have  
restored a good deal of the ground.

All day long our aeroplanes reported  
concentrations of troops pouring down  
the Arras-Cambrai road and other routes  
of march; and our artillery had so many  
targets that they could hardly switch on  
to them fast enough. The enemy losses  
were fantastic in their horror. Mean-  
while on our right again, below the Cam-  
brai road, our men were putting up that  
heroic stand which I have partly describ-  
ed in other messages. Suffolk on the  
Wancourt-Tilloy road fought the enemy  
both ways back to back with Germans on  
each side of them. Parties of Northum-  
berland Fusiliers fought until all were  
killed or wounded. There was a battle  
of eight hours round the battalion head-  
quarters. Company commanders fought  
with rifles until they fell. Scottish Fus-  
iliers at Henin gave ground slowly under  
enormous odds, and killed the enemy all  
the way back. One of our machine-gun  
batteries counted 400 German dead  
opposite their position. Round Neuville  
Vitasse and Henin Hill the enemy's  
bodies lie in heaps.

All through this battle in the shelled  
area, behind our traffic men were con-  
trolling the roads, timing the arrival of  
shells, and passing the traffic through  
between those times. No troops have ever  
fought more bravely than these, and their  
names will be remembered with honour  
throughout our history, when all this will  
seem like the mad, mad dream of a world  
in conflict.

Away from Arras and down on the  
south of the line a certain body of Cana-  
dians have been having some of the most  
astounding adventures in all this battle,  
and fighting with a valour and heroic  
audacity that leave one breathless. They  
are officers and men of a machine-gun de-  
tachment organised in the early days of  
the war by the French-Canadian officer,  
the expense of himself and ten friends,  
and with waiting enthusiasm, which  
looked forward to the day when they  
would be wanted for great service. That  
day came on March 21st, and when I saw  
this French-Canadian officer yesterday—  
a tall, dark, quiet man—speaking with  
hidden emotion, he knew that his idea  
was justified, and that his officers and  
men had made good to the uttermost  
limits of gallant service. These cars have  
for ten days fought a running fight with  
a German army in spite; they have  
engaged German cavalry and smashed  
them, checked enemy columns crossing  
bridges and pouring downwards, scatter-  
ed large bodies of men surrounding ours,  
and in ten days of crowded life have  
destroyed many German storm troops,  
and helped to hold up the tide of their  
advance. Their own losses have not been  
light, for these Canadians have been  
filled with grim passion, determined to  
die rather than yield to any odds, and  
when that happened they fought and  
died. After a first call on March 21st,  
and orders to move on the morning of  
the 22nd, eight cars were in action the  
same day a hundred kilometres away,  
after a night without sleep, and other  
detachments followed them quickly.  
Sometimes they fought mounted in these  
long, grey open cars, which I saw early  
in the battle, wondering at them, and  
sometimes they fought dismounted, with  
their machine-guns on the ground. But  
always they fought through ten days and  
night, with less than twenty hours'  
sleep all that time.

HEROIC CANADIANS.

These cars near Maricourt gathered  
together 150 men who had been cut off,  
and held the enemy at bay covering the  
withdrawal of some of our heavy guns  
and Tanks. That time they fought dis-  
mounted with their Vickers guns in front  
of barbed-wire to get observation. The  
enemy's frontal attack was stopped, but  
he worked round the flanks and the  
captain of an armoured car battery or-  
dered his men behind the wire. The  
enemy had to come through a narrow gap  
and was killed as he came. The Cana-  
dians had many casualties, but the  
captain's arm was torn away by an explo-  
sive bullet, and at last only a sergeant  
and two privates were left un wounded.  
One of them mounted a motor-cycle and  
brought back cars and took back the  
wounded. Two cars found the enemy  
massing up the road, and their machine-  
guns enfiladed these field-grey men and  
killed them in large numbers. Near La  
Motte they fought heavy bodies of Ger-  
man cavalry, killed a number, chased  
them, and put them to flight. They have  
not been seen since. At Cérisy a bat-  
talion of Germans 600 strong was encoun-  
tered at Cérisy by one car, which  
(Continued at foot of next column.)

### FERRO-CONCRETE SHIPS BUILT IN FOUR MONTHS.

At the conference of the Institution of  
Naval Architects, held at the Royal  
Society of Arts, Adelphi, recently,

Mr. T. G. Owens-Thurston read a paper  
on "The design and construction of self-  
propelled reinforced concrete sea-going  
cargo steamers now building in Great  
Britain." He said that the enormous  
losses of cargo-carrying ships during the  
war, coupled with the great scarcity of  
steel for shipbuilding on account of its  
diversion to other uses, had made ship-  
builders endeavour to find some other  
material to replace steel for ship con-  
struction, even if only as a temporary  
measure. The possibility of building  
wooden ships to make up for the scarcity  
of steel ships had been carefully consid-  
ered, but it was found that although the  
timber supplies in certain countries were  
adequate for the purpose, a long time  
must elapse before green timber would  
be sufficiently seasoned to allow of its  
efficient use in ships' hulls, although, in  
many cases such timber had been used,  
and had proved more or less satisfactory  
for a limited time. Although the avail-  
ability of ferro-concrete under present  
abnormal conditions and on economical  
considerations was apparent, its accept-  
ability for ship construction had to be  
investigated from the naval architect's  
point of view. With this object in view,  
it was decided to design a sea-going cargo  
vessel of reasonably large dimensions, to  
be constructed of ferro-concrete, would  
satisfy conditions of strength, seaworthiness,  
deadweight capacity, etc.

It was eventually decided that a self-  
propelled cargo vessel of about 1,160 tons  
deadweight was as large as they were  
justified in commencing as a first venture.  
It was agreed that the vessel should  
comply with all the requirements obtain-  
ing for steel vessels, and the general  
scheme was based upon that of a similar  
ship constructed of steel. The dimen-  
sions, for reasons which occurred in pre-  
paring the design, differed from those of  
a steel ship of the same deadweight car-  
rying capacity, especially in length.  
The dimensions and other particulars  
finally decided upon were as follows:—  
Length between perpendiculars, 205ft.;  
breadth moulded, 32ft.; depth moulded,  
19ft. 6in. draught, when loaded 15ft. 6in.;  
14ft. 6in. (about); 400; speed (about), 12  
knots.

The weight of steel in the ferro-concrete  
ship was about 42 per cent. of that in  
the steel ship. This was not by any means  
such a large reduction as some writers  
on ferro-concrete ship construction had  
anticipated, nor was it probably the  
minimum quantity which they could have  
adopted, had they been prepared to incur  
a certain amount of risk in structural  
strength. It must not be overlooked that  
the saving of steel effected, especially  
under present conditions, was of the  
greatest importance. If they took, say,  
200 vessels similar to the one under dis-  
cussion, they should have an additional  
carrying capacity of 230,000 tons added  
to our mercantile fleet, whilst there would  
be a total saving of 51,000 tons of steel  
as compared with a similar number of  
steel ships of equal carrying capacity.  
Moreover, this steel was worked in the  
form of reinforcement rods, and was not  
dependent upon the plate-rolling mills  
for its production.

As to the time for construction of ves-  
sels of this type as compared with steel  
ships, their experience so far led them  
to believe that in the case of the first  
vessel of any type the time of construc-  
tion approximated very closely to that of  
a steel ship, but that in building suc-  
cessive ships of the same size and form there  
would be a marked reduction owing to  
the possibility of using repeatedly a large  
proportion of the shuttering or moulds.  
By this means he believed that, with all  
the material to hand, a vessel similar to  
that described in his paper could be com-  
pleted in three and a half to four months.

U.S. 105-MILE GUN.

Mr. Daniels, Secretary of the U.S.A.  
Navy, on the assurance of naval ordnance  
experts that long-range guns capable of  
surpassing the German gun now bombard-  
ing Paris can be constructed, has issued  
orders for the construction of such a gun.  
Ordinance experts assert their ability to  
construct a gun capable of hurling a pro-  
jectile 105 miles.—Central News.

brought them to a standstill and disper-  
sed them with heavy losses.  
There was a fierce action round Villers-  
Carbannel, where these armoured cars  
stopped a gap of 2,500 yards under a  
Canadian officer, who was twice surround-  
ed in villages crowded with Germans,  
and fought his way out. At the second  
time all the crew were killed except the  
driver, but the officer dismounted, took  
his gun, posted himself at a street corner,  
and fired on the attacking Germans until  
they were quite close, when he jumped  
into the car and drove away. One bat-  
tery in action dismounted ran out of  
ammunition, but fought with their fists  
until these were spent, and then charged  
the enemy with their fists and empty  
revolvers and machine-gun barrels.  
Everybody is ready to help these cars and  
their crews, carry their loads, for they  
know what terrible casualties they have  
caused the Hunns. At times the enemy—  
like sheep without a shepherd—walk  
blindly into their guns, only to be mown  
down. Everywhere they have been these  
Canadian armoured cars have helped to  
steady the line and give confidence to the  
infantry. They are the darlings of the  
troops, these grim fighting fellows with  
jests on their lips and utter recklessness  
of life so long as they kill Germans. One  
of their officers is called by the nickname  
of "Canada," and a shout of regret went  
up when it was learnt that he had been  
blown off his motor bicycle by a shell  
burst and is now a casualty, though not  
seriously wounded. These cars have been  
in scores of fights, and one day their  
history must be fully written by one of  
their comrades. It is like a romance of  
boyhood written by Mayne Reid or James  
Grant, and one forgets the tragedy of  
all this blood and death which follows  
the wake of those cars because of the  
valour and hardihood and adventurous  
spirit of their officers and crews.

### SUPER-AIR FIGHTER GAINS V.C.

EVERY HONOUR NOW WON BY  
CAPTAIN MCCUDDEN.

Captain James Byford McCudden,  
V.C., D.S.O., with bar, Croix de Guerre,  
M.C., with bar and M.M., the star  
British airman who went to France in  
the first days of the war as a mechanic,  
and is now leader of one of the crack air  
squadrans, has won every award for  
valour possible to an officer in the British  
army. In two cases, as will be seen, he  
has gained the distinction twice over.

The announcement that Captain Mc-  
Cudden has been awarded the V.C. was  
made on March 29th in the following  
terms:—"For conspicuous bravery, ex-  
ceptional perseverance, keenness, and very  
high devotion to duty on various occasions  
during December, January, and February  
last."

Captain McCudden, who is only 23  
years of age, has been through practically  
every stage of the war. He went to  
France in the original Expeditionary  
Force, and, having some experience of  
the air, was pressed into service as an  
observer at Mons and gave valuable in-  
formation of enemy movements, during  
the retreat. As a sergeant he was officially  
promoted to be an observer, and quickly  
won fame for his expert handling of  
guns in several stiff fights.

As the pilot of a single-seater scout  
McCudden has had over 100 fights, and  
some wonderful escapes without sustain-  
ing the slightest hurt. The crack German  
pilot, Immelman was a deadly rival, and  
they had three duels, but the fight was  
broken off on each occasion without either  
man being able to claim an advantage.

At the beginning of January last it  
was reported that he had brought down  
37 enemy machines.  
The son of an old soldier, W. H.  
McCudden, a warrant officer in the Royal  
Engineers, Captain McCudden was born  
in barracks at Chatham. He was edu-  
cated at the garrison school and lived most  
of his life in barracks. At the age of  
17 he was stationed at Gibraltar as a boy  
in the Engineers, and he died with his  
captain for first prize in a shooting com-  
petition.

The following is a summary of Captain  
McCudden's distinctions:—  
Military Medal—Awarded in Septem-  
ber, 1916, for attacking and destroying  
an enemy machine and forcing two others  
to land. He also twice crossed the enemy  
lines at a very low altitude in attacks on  
hostile balloons under very heavy fire.

Military Cross—Won in February,  
1917, McCudden followed a hostile  
machine down to a height of 300 feet and  
drove it to the ground.  
Bar to Military Cross—For dash and  
skill from August 15th to Sept. 29th,  
1917, when he took part in many offensive  
patrols (over 30 of which he led), and  
destroyed five enemy machines.

D.S.O.—For gallantry on November  
29th-30th, 1917, when he attacked and  
brought down an enemy two-seater within  
our lines, both occupants being taken  
prisoner. He also encountered an enemy  
machine during very bad weather at  
2,000 feet, and fought it down to a height  
of 100 feet, when it was destroyed.

Bar to D.S.O.—For his skill and gal-  
lantry on November 23rd last, when he  
destroyed four enemy machines, by fear-  
lessness and clever manoeuvring.

### A "TIRED" PEACE MEANS PRIVATION.

BETTER OFF NEXT YEAR.

Sir William Goode, liaison officer of the  
Ministry of Food with the U.S.A. Food  
Administration, issued a warning at the  
American Luncheon Club at the Savoy  
Hotel recently, against an inconclusive  
peace, which, he declared, would mean  
peace without plenty, and increased  
privation in the British Isles. Leaving  
Russia out of the question, there were  
200,000,000 people in Europe, most of  
whom were getting far less food a day  
than the people of England got under  
compulsory rationing. In response to the  
impetuous demand of their underfed  
populations, the Governments of the  
enemy countries the moment peace was  
declared would rush to buy food wherever  
they could get it. What effect this in-  
evitable impulse on the part of the hungry  
hordes of the Central Empires would have  
upon the people in Great Britain entirely  
depended upon the character of the peace  
terms. If the Allies in Europe were will-  
ing to make an inconclusive peace they  
could not expect the people in the United  
States to go on saving food for export,  
and the collapse of the conservation cam-  
paign would mean a vital reduction in  
the exportable food surplus of the United  
States.

"The figures which I have had before  
me," added Sir William, "prove that  
even if shipping were immediately avail-  
able on the declaration of peace to the  
world's exportable surplus of food  
stuffs, it would still be impossible to raise  
the daily ration of the 200,000,000 people  
of the Continent of Europe to anything  
like its normal level without further  
reducing the now restricted food supplies  
of the United Kingdom. It may be said  
that this presents a hopeless picture, and  
that the situation is likely to get worse  
the longer peace of any kind is delayed.  
Not at all. The United Kingdom is the  
only European belligerent country where  
the stock of cattle has not been seriously  
diminished, and where the production of  
food has actually been increased since the  
declaration of war. I think it is now  
safe to say that at the end of this year  
we shall be well on our way to recovering  
our position of the pre-war years, in other words  
to be on the high road to independence of  
imported bread supplies. (Cheers.) At  
any rate, there is excellent indication that  
every month we hold out we become more  
and more able to meet the problems that  
must arise when peace is considered and  
feared, and that next year we shall be  
infinitely better prepared to weather a  
food storm than we are now. A "tired"  
peace will compel the Food Controller  
stringently to cut down the daily con-  
sumption of bread, meat, butter, and  
other foods in this country, entailing  
increased privation in the British Isles."



## SPORT.

## TENNIS.

## JUNIOR TENNIS LEAGUE.

The following are the results of the match in the Junior Tennis League between St. Stephen's College and the Chinese Y.M.C.A., played on the Y.M.C.A. courts on Saturday:—

Loh Ching and Y. H. Lin lost to H. P. Yow and S. H. Ng 4-7; beat H. H. Tsoi and K. P. Liu 0-2; beat Britton and M. K. Yue 8-3.

Moosdeen and McPherson beat Yow and Ng 6-5; beat Tsoi and Liu 7-4; beat Britton and Yue 6-5.

Rope and Mohler lost to Yow and Ng 3-8; beat Tsoi and Liu 7-4; beat Britton and Yue 7-4.

Chinese Y.M.C.A. 47, St. Stephen's College 42.

## ASSOCIATION FOOTBALL.

## R.E., 2; R.G.A., 0.

These teams met at the Happy Valley yesterday in the replay for the United Services Shield, which can only be held by a Service team. The R.G.A. had some difficulty in getting an eleven, having to pick up three men on the field. As it was they started with ten men, Taylor, the goalkeeper being an absentee. The R.E. were practically at full strength and soon showed that they meant business by a raid on the R.A. goal, but the ball went behind. For a time play was chiefly in the Gunners' half and their goal had many narrow escapes, the R.E. having the misfortune to hit the crossbar a couple of times when the custodian was beaten. The Artillery defence, however, soon settled down, and broke up many dangerous rushes. Gordon was responsible for the first goal, which came after a scramble in the vicinity of the goalmouth. About this time Taylor arrived and took his place in goal for the Gunners, thus completing their team. Green and Sharman, whenever they had the chance, gave the R.E. defence a very troublesome time, Green especially playing well. Half-time arrived with the Engineers leading by the only goal. The second half was a repetition of the first, and Talfourd, Youngman and Hall had to work hard to cope with the R.E. forwards, and it was mainly due to their efforts that the score was so low. The Engineers succeeded in forcing a couple of corners and then a fine pass from Talfourd sent Green away and he was getting within range of the R.E. goal when he was fouled. The free kick brought no result and the Sappers were soon on the move again. Pascall got the ball and, after going from one side of the field to the other, took the Gunners' defence by surprise with a shot which curled into the net. Towards the finish Townsend broke away, but he was overtaken and stopped by Youngman, and shortly after this the whistle blew for time. The Engineers thus become the holders of the shield for the season. Result: R.E., 2; R.G.A., 0. Teams:—

R.E.: Clarke; Bloomfield and Lucas; Charters, Smith and Hortop; Pascall, Gordon, Osborne, Townsend and Millard. R.G.A.: Taylor; Youngman and Lieut. Hall; A. N. Other, Talfourd and Lieut. Jones; A. N. Other, Turner, Green, Sharman and A. N. Other. Referee—Mr. Black.

## THE SPEAKER ON RUSSIA.

The Right Hon. J. W. Lowther, M.P., presiding over the annual meeting of the United Russia Societies Association, at Speaker's House, Westminster, said that the net outcome of a so-called peace was that the Germans had appropriated 500,000 square miles of Russian territory and brought 50,000,000 of the people under their domination, thus affording a glaring illustration of their boast that they wanted peace without annexations or indemnities. What the Kaiser had done in Russia he would doubtless do elsewhere if he had the chance. He was convinced that below the surface there must be a strong and vigorous Russia, which only required encouragement to assert its nationality and natural power. (Cheers.) He moved the following resolution.

"That this meeting of the United Russia Societies Association places on record the expression of its deep sympathy with the Russian people in their present unhappy plight, and its faith and hope in the recuperative powers and ultimate regeneration of that great people." (Cheers.)

Sir George Buchanan, who seconded the resolution, urged them not to be influenced by the fatal results of the mistaken policy of the present Bolshevik Government, or by the fact that Russia's desertion of the Allied cause had prolonged the war and compromised the military outlook. In the end he was convinced that a new Russia would arise, purified and chastened by the fiery ordeal through which she was passing. (Cheers.) The resolution was carried, and the Speaker stated that the Executive Committee would consider the relief of British subjects returning from Russia, as well as of Russian subjects in England.

## HONGKONG MAGISTRACY.

## RETURNING FROM BANISHMENT.

A Chinese youth was charged with returning from banishment.

Sergeant Murphy applied for a remand, stating that he wished to make further enquiries.

Mr. J. R. Wood remanded the case for a week.

## THEFT OF WOOD.

A Chinese pleaded guilty to stealing wood.

Sergeant Murphy stated that defendant was arrested in Temple Street, Yaumati, with the wood in his possession. The wood had been stolen from a house, which was being renovated.

Mr. J. R. Wood sentenced defendant to seven days' hard labour.

## A "WINDFALL."

A Chinese was charged with stealing a coat from a house in Yu Lam Terrace.

Defendant said the wind blew it to where he was standing, and he picked it up with the intention of returning it when he was arrested.

A *lu-kung* stated that defendant took the coat from off a bamboo pole.

Mr. J. R. Wood sentenced defendant to one month's hard labour and four hours' stocks.

## THEFT FROM NAVAL YARD

## RECREATION CLUB.

A Chinese was charged with stealing eleven iron bars from the Naval Yard Recreation Club.

Mr. G. Elson, Secretary of the Club, stated that the iron bars were used as side railings along the flight of stone steps leading to the 600 yards' practice range, within the yard. He arrested defendant and gave him in charge.

Defendant, who is a marine hawker, stated that another Chinese was bargaining for the bars with him when the secretary arrived on the scene. The man, thereupon, ran away, and defendant, an innocent person, was arrested.

Mr. J. R. Wood amended the charge to one of receiving stolen property, and fined defendant \$25 with the alternative of three weeks' hard labour.

## PORTUGUESE LADY VICTIMIZED.

A Chinese was charged with snatching a purse, containing \$20, from Mrs. Maria Ogley, an old Portuguese lady residing in Matheson Road.

Sergeant Blackman stated that complainant was taking a walk along the Kwang Tung wharf when defendant came up from behind and, colliding with her, snatched the purse. The old lady cried out for help, and an Indian watchman, who was on duty at the Canton wharf, came to her assistance and arrested defendant.

The Indian watchman stated that he found the \$20 in defendant's possession.

Mrs. Ogley also gave evidence.

Defendant alleged that another man committed the offence, and he was arrested through a mistake.

Mr. J. R. Wood sentenced defendant to six months' hard labour and four hours' stocks.

## BOMB PRACTICE HEROISM.

The King has awarded the Albert Medal to Lieut. (temp. Capt.) C. W. Fiske, 5th Bn. East Kent Regt., and to Lieut. C. Foy, 10th Bn. the Manchester Regt., in recognition of their gallantry in saving life.

On December 14th, 1917, while bombing practice was being carried out at Margate under the supervision of Captain Fiske, a man threw a live bomb which failed to clear the parapet and fell back into the pit. Captain Fiske at once placed himself under cover, expecting that the man would do likewise. On finding, however, that the man had lost his head and was unable to move, Captain Fiske ran back into the pit seized the man, forced him into a corner, and covered him with his own body. In the subsequent explosion Captain Fiske was wounded in both thighs. Captain Fiske, by his gallant action, undoubtedly saved the man from death or severe injury.

On September 7th, 1917, while bombing practice was being carried out under the supervision of Lieutenant Foy, one of the party withdrew the pin from a live bomb and, when in the act of throwing it, dropped the bomb and fainted, falling upon the bomb. Lieutenant Foy at once lifted the man off the bomb and carried him to a place of safety. A short time afterwards another man threw a bomb which hit the parapet and fell back into the pit. He made no endeavour to run out of the pit, whereupon Lieutenant Foy entered the pit and dragged him out. On the same occasion a third man threw a live bomb which hit the parapet and rolled to the side. He was running out to throw farther away when Lieutenant Foy stopped him by tripping him up and dragged him into safety. By these repeated acts of gallantry Lieutenant Foy undoubtedly saved the men concerned from serious injury or death.

## MIRACLES.

## INTERESTING SERMON AT ST. JOHN'S CATHEDRAL.

The subject of miracles was discussed at St. John's Cathedral on Sunday morning by the Rev. H. Copley Moyle, who took as his text, Joshua iv, 7. "Then ye shall answer them that the waters of Jordan were cut off before the ark of the covenant of the Lord; when it passed over Jordan the waters of Jordan were cut off."

The rev. gentleman said:—The book which bears the name of Joshua carries on the story of Israel's history from the death of Moses and gives us an account of the conquest of Palestine by the tribes of Israel.

It seems to have been written with one very clear and definite purpose—a purpose which is constantly asserting itself, as we follow out the story of the conquest—and that purpose is to show that the victory was not due to the valour and ability of the leader and of the nation of Israel, but to the guiding and overruling hand of God. As the writer of the 44th Psalm says: "They got not the land in possession through their own sword; neither was it their own arm that helped them; but Thy right hand, and Thine arm, and the light of Thy countenance, because Thou hadst a favour unto them." In no part of the Old Testament are we more clearly taught the utter and entire dependence of the Israelites upon the help of God. The Jordan is dried up that they may cross, the walls of Jericho fall flat before them, and the city lies at their mercy.

The sin of Achan leads to defeat and disaster, and has to be atoned for ere the series of victories can be resumed. But when Achan has been punished and the sin atoned for, then the career of victory is resumed. Across the whole book there seems to be written "not by might, nor by power, but by my spirit, saith the Lord of Hosts."

The object of the book seems clearly to be to show that the conquest was God's doing. There is one thing which surprises and puzzles some people, and that is the number of miracles recorded in the book.

There was a tendency some years ago to be always ready to suppose that God's help to His people was miraculous, when there was the slightest excuse for so thinking. The tendency amongst Biblical students to-day is just the opposite, and to give all possible freedom of interpretation to the words used; to be ready to recognise that the stories we read here were told by Eastern and not by Western persons, and that metaphors and analogies and parables come much more readily to the Eastern than to the Western speaker; to remember that the Eastern mind delights in a wealth of illustration when the Western would content himself with a bare statement of facts. So to-day the tendency amongst Bible students is to minimise the miraculous element and to see the miraculous help of God rather in the timing of His aid, than in His doing something which requires us to believe in any suspension of natural laws.

I remember many years ago, when I was a small boy, being shown a Bible picture book for infants which had a picture of the Israelites crossing the Red Sea. The artist had taken quite literally the word in the book of Exodus, "The waters were a wall unto them on their right hand and on their left," and one saw the crowds of Israelites walking on dry land with the water, contrary to all the laws of nature, piled up on both sides, and forming a literal wall on either hand higher than the heads of the Israelites. No one would be likely to publish such a picture to-day. For Bible students find that natural means were used by God to bring the Israelites across the Red Sea. The Bible narrative tells us with regard to it that God "caused the sea to go back by a strong east wind all that night, and made the sea dry land." Travellers and experts who have made a study of the locality tell us that this could actually have taken place in the neighbourhood now known as the Bitter Lakes, and the stopping of the wind would be sufficient to cause the waters to return and so drown the pursuing Egyptians. So to-day we believe that the Israelites were enabled to cross the Gulf of Suez by natural means, but that the occurrence of the phenomena at the particular time was the result of the intervention of God.

In the same way with the passage of the river Jordan, about which we have read in the first lesson this morning, the tendency amongst modern Bible students is to regard it as brought about by natural means. One commentator writes, "follows about this passage of the Jordan:—The incident of the stoppage of Jordan's waters is not without parallel in history, if we may trust the Arabic historian Nownira. According to his account, the water was dammed up by a landslide from midnight on the night of December 8th, 1907, till the 4th hour of the day. The narrative enables us to conceive how the miracle of the crossing may have happened, for miracle it still remains, even if wrought out at the will of the Author of nature by natural means."

It seems a rule of God's dealings with men that He never forces belief upon us. He has given us the power of free will and He never acts in such a way as to compel belief.

Now if God had suspended the laws of nature in such a way as the artist of the picture-book imagined, it is hardly possible for us to suppose that the Egyptians would not have been compelled by such a wonderful sight to believe in the protecting power of Jehovah over His people, and they would have been afraid to pursue further after them.

As a matter of fact, the miracles of which we read in Joshua and other books of the Old Testament did not compel the neighbouring heathen tribes to believe in the power of the God of Israel. When they knew of them they were able to find a natural explanation of them.

I suppose that anyone who believes in a personal God will acknowledge that miracles can take place. If God wished to interfere with His own laws He could do so, but, as a matter of fact, most of the miracles which we read of in the Bible are not brought about by God's interference with the laws of nature, but rather of His calling into operation some other law which, but for His intervention, would have been inactive. We ourselves are constantly putting into operation laws which interfere with the law of nature. When you throw a stone into the air, you are utilising a law of force to suspend for the time the natural tendency of the stone to fall to the ground, which we call the law of gravitation. And we believe that the miracles of which we have been thinking were brought about in just this way. God called into operation some other law which, for a time, overruled the law which was normally in force, and the result was capable of explanation by natural means.

As a modern Bishop writing on this subject says: "In the case of many of the Testament miracles modern research enables us to understand better than our fathers could how this may have been. Take the 10 plagues of Egypt as an example. We are told on good authority that each of these plagues has a demonstrable connection with Egyptian customs and phenomena, and that they were all marvellous, not as reversing, but as developing, forces inherent in nature and directing them to a special end. The first of them, for instance—the Nile being turned into blood. It is well known that before the annual rise of the river its water is green and unfit to drink; but, towards the end of June it becomes clear, and then yellow and reddish, the depth of the colour varying in different years, and this being due to natural causes; and when the colour is very deep the water has an offensive smell and travellers say that the broad turbid tide has a striking resemblance to a river of blood. Thus it seems probable that the miracle was really an intensification of a natural phenomenon, and that while following, as it did, upon the word of Moses, the occurrence might well strike Pharaoh with amazement and dismay, and appear as the direct act of God; yet it would not compel belief or work complete conviction."

What, then, are we to think of such a word as we have read this morning of the crossing of the Jordan by the Israelites? Are we to think that such a marvellous occurrence as the temporary blocking of the waters could have been mere chance? Granted that it was brought about by some such means as the Arabic historian related, are we not bound to see the hand of God in the happening just at the time the Israelites wanted to cross?

So we do not lose anything of the real belief in the guiding power of God with His people, but we get rid of that feeling that in reading such a story as given us in the first Lesson, that we are amongst unreal events. The modern view does not minimise the power of God; it only minimises the unnatural use of forces. It shows us that God in those old days acted in a similar way to His action now. It makes us feel more at home in reading of the miracles if we make due allowance for the flowery description of an Oriental writer, but it does not in any way lessen our belief in God, or diminish our assurance that He is ever at hand to safeguard and protect His believing people. God's dealings with men are always so regulated that the unbelieving heart may refuse to see God's hand in the matter, and God will not compel belief; but to the man who believes in an ever-present and all-loving God, His overruling power is so plainly indicated that we exclaim "This is the Lord's doing, and it is marvellous in our eyes."

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## NEW ADVERTISEMENTS

## NOTICE TO MOTORISTS.

A MEETING OF MOTORISTS will be held on FRIDAY, 7th June, 1918, at 5.15 P.M., at the Offices of Messrs. JARDINE, MATHESON & Co., Ltd., Hongkong, when proposals for the formation of an AUTOMOBILE ASSOCIATION in Hongkong will be submitted.

All owners of Motor Cars or Motor Cycles are requested to attend. [2091]

Hongkong, 3rd June, 1918.

## WANTED.

WANTED, from July 1st, by English Couple, UNFURNISHED FLAT or HALF HOUSE in Kowloon.

Apply to—

"FLAT," Office, [2092]

Care of "Daily Press"

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 10th day of June, 1918, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of the EXCELLENT THE GOVERNOR, of One Lot of CROWN LAND at Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

| No. of Lot | Boundary Measurements               | Contents in Acres | Annual Rent | Upset Price |
|------------|-------------------------------------|-------------------|-------------|-------------|
| 1          | 40' 0" x 60' 0" x 115' 0" x 115' 0" | 4.770             | 68          | 10,110      |

## NOTICE.

THE Business hitherto carried on by us in Hongkong and elsewhere under the name of B. MONTEITH WEBB & CO., has been acquired by Messrs. ARNOLD BROTHERS & Co., Ltd., and will henceforth be carried on in their name.

Dated the 1st June, 1918.

B. MONTEITH WEBB & Co. [2093]

## NOTICE.

THE Business of Messrs. B. MONTEITH WEBB & Co. in Hongkong and elsewhere has been acquired by us and will henceforth be carried on under our name.

Mr. B. MONTEITH WEBB has been appointed Managing Director of our Business in Hongkong and will sign for our Company.

Dated the 1st June, 1918.

ARNOLD BROTHERS & Co., Ltd. [2094]

## NOTICE.

MR. A. A. NOWSARIWALLA takes over charge of our Firm's business here from this date upon Mr. E. A. BOOLEMAN leaving the Colony shortly.

ABDOOLALLY EBRAHIM & CO., 79, Wyndham Street.

Hongkong, 1st June, 1918. [2088]

## HONGKONG CRICKET CLUB.

## TENNIS TOURNAMENT.

## OPEN CHAMPIONSHIP SINGLES.

OWING to the sudden state of the ground the above Tennis match had to be postponed yesterday afternoon, and if the weather will permit the match will be played on WEDNESDAY next, at 4.30 P.M.

P. M. HODGSON, Hon. Secretary.

Hongkong, 1st June, 1918. [2081]

## FOR SALE.

\$525 LADY'S MUFF and CAPE COLLARS of REAL FUR BLACK SKUNK; \$100 PEARL THREAD NECKLACE.

Apply from 12 to 7 P.M., Room 68, King Edward Hotel.

[2088]

## HONGKONG GENERAL CHAMBER OF COMMERCE.

## CHINESE LANGUAGE SCHOOL.

A NEW CLASS for "BEGINNERS" will commence on TUESDAY, 4th June, 1918, at 8 P.M., and will be held at the Chinese Language School, 10, Queen's Road, Central.

Application for enrolment and enquiries regarding hours of School, Fees, etc., should be made to the undersigned as early as possible.

By Order, A. R. LOWE, Acting Secretary. [2084]

Hongkong, 27th May, 1918.

## KONINKLYKE PAKETVAART. MAATSCHAPPY.

## FOR SINGAPORE AND PENANG.

THE Steamship "VAN OVERSTRAAT" will leave for above ports about 10th June. Cargo accepted for Belawan Deli (Sumatra) without transshipment.

Excellent accommodation for First and Second Class Passengers.

For Full Particulars apply to—

JAVA-CHINA JAPAN LUN, Agents, K.P.M.

Hongkong, 28th May, 1918. [2089]

## INTIMATIONS

## WM. POWELL, LTD.

NOTICE IS HEREBY GIVEN that the SEVENTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Offices, 10, DAY (TUESDAY), the 4th of June, 1918, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and Statement of Accounts to the 25th February, 1918.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th of May to the 4th of June, both days inclusive.

H. O. HOLT, Secretary. [2089]

Hongkong, 16th May, 1918.

## NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the CRIMINAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION or PERSONS ORDINANCE 1918.

Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

[208]

## THE DAIRY FARM COMPANY, LIMITED.

THE Business of the manufacture and sale of Ice and the business of Cold Storage hitherto carried on by the HONGKONG ICE COMPANY, LIMITED, has been acquired and will in future be carried on by the DAIRY FARM COMPANY, LIMITED. Consequently upon such acquisition the name of the DAIRY FARM COMPANY, LIMITED, has been duly changed to "THE DAIRY FARM ICE AND COLD STORAGE CO., LTD.," and its business will in future be carried on under the new name.

M. MANUK, Secretary.

THE DAIRY FARM ICE AND COLD STORAGE CO. LTD. [1523]

## HOUSES TO LET.

## TO LET.

NO. 7, STEWART TERRACE, No. 83, THE PRINCE.

Apply to—

LINSTEAD & DAVIS, 3rd Floor Alexandra Buildings. [2086]

## TO LET.

COMMODIOUS and well-fitted SHOP in Alexandra Buildings.

Apply—

SECRETARY, A. S. WATSON & Co., LIMITED. [1987]

## TO LET.

HOUSES on Shamoon, Canton.

No. 87, THE PRINCE, LUSTLEIGH.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. [208]

## TO LET.

A FLAT in Nathan Road, Kowloon.

FOUR-ROOMED HOUSES in Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings. [2000]

## FOR SALE.

"GALESEND," 108, THE PRINCE, SIX ROOMS.

Apply—

C. H. GALE, P.W.D. [1888]

## NANYO YUSEN KAISHA, LTD.

## (THE SOUTH SEA MAIL S.S. CO.)

## NOTICE TO CONSIGNEES.

The Steamship "KAYO MARU," FROM KORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being loaded at their risk into the Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon, whither and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd June will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 6th June, or they will not be recognized.

All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd June, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents. [2025]

Hongkong, 29th May, 1918.

## INTIMATION

## WATSON'S OLD BROWN BRANDY



25 YEARS IN WOOD

## A. S. WATSON &amp; CO., LTD.

## WINE AND SPIRIT

## MERCHANTS,

TEL. 618.

[19]

## MARRIAGES.

HULME-RUST: At the British Consulate, Wulu, on May 24th, OLIVER HEYWOOD HULME, Chinese Postal Service, to MARY ELIZABETH RUST.

SLEIGH-YEARDY: At the Peak Church, Hongkong, on Saturday, June 1st, 1918, EDWARD MASON SLEIGH to MURIEL YEARDY. [2003]

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, 4TH JUNE, 1918.

## A PERPLEXING SITUATION IN CHINA.

This situation in China is more perplexing than ever. The Government has been improvising itself to maintain large armies in the field for the suppression of the Southern forces, and victories have been reported which seemed to indicate that at an early date Peking could impose its authority upon, and restore peace to, this much-troubled country. Now, however, a change has come over the scene. The determination of the Northern generals to fight the South to a finish seems to have relaxed, their moral fibre has weakened, and Peking is likely to become as ineffective as before. This is the more regrettable, as the indications in the South suggested an early disunion. There was a distinct cleavage between the Constitutional Government and the Military Government. The latter was composed of men who wished to remain war lords in their respective provinces and had no particular liking for the control of tyros in the art of self-government. This disunion in the Southern ranks not unnaturally encouraged a belief in the prospects of Northern military success. As has often been said, however, it is the unexpected which happens in China. At a moment when success seemed to be within the grasp of the Central Government, events have occurred which make the prospect of that success recede, and no one can say what the outcome is likely to be. The Northern Tyhuns, who seemed at the outset to be veritable fire-eaters, have become

tired. Their forces are weary, and they wish to return to their native provinces. Personal inclinations are thus set before national duty. This is no new manifestation on the part of the Chinese general or the Chinese soldier. Their *raison d'être* has never really been the defence of the country. Chinese armies exist for the aggrandisement of their leaders, and unity of action is only possible when their common interests seem to be threatened. The first of the present Northern generals to become disaffected was CHANG HUAL-CHI, of Shantung, when his forces suffered a reverse a few weeks ago at the hands of the retreating rebels, who, according to reports, violated the rules of the game as understood in China by luring the Northerners to advance beyond Lilung by a pretended *sauc qui peut* in which they abandoned much of their loot, and then turned on their pursuers when these had abandoned military organisation and had become collectors like the armies of the German Crown Prince. General CHANG felt very sore over this defeat and asked to be allowed to leave the scene of military operations and return to the placidity of distant Shantung, which he governs like a feudal chief. Soon afterwards General Tsao KUN—who up to that time had seemed the most valiant of generals and, according to his own reports, was winning honours in the field of battle—also became disheartened and asked to be allowed to withdraw his troops and return to the government of the metropolitan province of Chihli. Both these generals were urged to remain at the post of duty, and CHAN HUAL-CHI has consented. They will undoubtedly need further funds to supply their troops, and the amounts received will indicate the measure of their success. It is indeed a distressing spectacle. There appears to be no sense of patriotism, no love of country, in the heart of the modern Chinese, whose outlook on life is circumscribed by immediate apparent interests. Victories are reported by Northern forces and money rewards are given to the troops. Then something happens. They fail to advance, and the next that is heard is the necessity of recapturing some position which they had previously held. Mutual jealousies in the ranks of the hitherto fairly united Peiyang party are rendering Northern military success improbable, while internal strife in the Southern Confederation suggests an early disruption of this combination. If only some strong dominating personality were to arise and unite the various elements, China might be saved, but so far the opportunity has failed to make the man. Lawlessness is spreading throughout the country, and in the words of our Peking Correspondent, "Centralised Authority is giving place to a series of petty predatory baronies." What the outcome will be it is impossible to forecast. It may presage an early peace, or it may mean confusion worse confounded, anarchy and chaos.

The weekly religious meeting of the Helena May Institute this afternoon at 5.30 o'clock will be conducted by Mrs. Barnett.

A meeting of motorists will be held on Friday, June 7th, at 5.15 p.m., at the offices of Messrs. Jardine, Matheson & Co., when proposals for the formation of an Automobile Association in Hongkong will be submitted. All owners of motor cars or motor-cycles are requested to attend.

Mr. and Mrs. Duncan Clark left yesterday for England, where it is their intention to reside. Mr. Clark, who retired recently from his partnership in Messrs. Lane, Crawford & Company, has been a resident of the Colony for over a quarter of a century, while Mrs. Clark, who is a daughter of Mr. Crawford, one of the founders of the firm, was born here. Their son, who has just completed his school course at Home, is now training for a commission in the Army.

## CHINESE TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## CONCESSION TO CHINA TEA TRADE.

LONDON, June 2nd.

The War Trade Department notifies that the concession regarding the transshipment in the United Kingdom of the 1917-8 crop of China green tea for Morocco is extended to all consignments shipped from China on bills of lading dated not later than Nov. 30th next, provided the total does not exceed the quantity previously allowed, namely, 15,000 tons of 40 cubic feet for the whole season. In view of the situation regarding tonnage from the Far East, it will be impossible to make any further concessions regarding the 1917-8 or 1918-9 crops.

## CORRESPONDENCE. THE CONSCRIPTION BILL.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Practical Man's letter has hit the nail on the head.

What has Hongkong done to help in this war? Ask any practical man and his answer will be "Nothing, absolutely nothing."

Why is not Hongkong not ringing with the din of war work? Every part of our local shores should be building and launching at least wonderships; then, we could tell Singapore to let her precious ships go home, if the Home Government need them.

Instead of transporting thousands of carpenters home, put them right on the job here. Critics will ask: "What about engines?" Well, send one of our vessels to bring over a hundred or two sets from our friends in Norway.

Are there no long-headed lawyers in our local Council like Lloyd George, who could sift out a few practical men and get the Colony to do something for this war?

Now that Hongkong has made a good start by lighting up her lighthouses, surely other departments will arouse themselves.

However, if the valuable practical men must be conscripted, there is still one chance left for Hongkong to do something, and that is to promise to care for their children. When the men are leaving for the front don't shout out "Good luck," "God bless you," and leave it at that, but tell them "We will take care of the children."—Yours truly,

## ANOTHER PRACTICAL MAN.

Hongkong, June 2nd, 1918.

[Our correspondent asks "What has Hongkong done to help in this war?" Well, it has sent about 500 men to the Front, contributed \$5,000,000 to the Imperial war chest, subscribed liberally to war charities and war loans, and launched the biggest ship built in the Overseas Dominions. No doubt more can and will be done.—Ed., H.D.P.]

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—I fully endorse every word which "A Practical Man" has written in your correspondence columns of this morning's date. What does the Government's sympathy amount to? That is the question which all physically fit men are asking at the present moment.

There are two sides to the question. Here is one way of looking at it. The wife and children of a physically fit man are to-day well provided for and, after living comfortably, have a little left over for a rainy day. The conditions of life in the colonies are such that our wives and children must live decently if they are to be respected by the indigenous population. They cannot do their own housework and go about shabbily clad. Now look at the other side of the picture. The man of the house goes to war. The Government, in token of appreciation of the sacrifice he has made, may offer his wife and children only a small fraction of what he used to earn for them. If that is the case it will mean, in plain English, that they will have to live a hand-to-mouth existence.

We know our duty to our country, we are willing to make the sacrifice; but we must have our women and children well provided for. If that be done we are ready to pack and be off immediately.

The Government know very well what the cost of living is here; they know that their Treasury is full to overflowing; and they know that those who are exempted to look after the "essential" trade interests will have their coffers full. The Government knows all this, I say, and will they not promise our dependents something definite? Will they not put down plainly, once and for all, what their "sympathetic consideration" will amount to? Then only will our fears be removed and our consciences made clear to defend our mother country, and we shall be happy and secure in the knowledge that our nearest and dearest are being properly looked after in a far-away land and not left in want.—Yours truly,

## A HUSBAND AND A FATHER.

Hongkong, June 3rd.

## JUST LIKE AMERICA.

A Yankee soldier was being shown over an old church in England, wherein hundreds of people were buried. "A great many people sleep between these walls," said the guide, indicating the inscription-covered floor with a sweep of his hand. "So?" said the Sammy. "Same way over in our country. Why don't you get a more interesting preacher?"

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—My attention, also, like that of "A Practical Man," was at once arrested by the hollow-sounding phrase used by the Attorney-General with regard to "dealing sympathetically," etc.

Sympathy sounds too much like charity, and what is really required should be set forth in concrete terms and in a tangible form.

The plan which springs readily to one's mind is the same as that now being enjoyed by the wives of the public servants who were recently sent to the front; they are receiving the wages and pay of their husbands from the public funds of the Colony, or from public money anyhow, and the wives of the rest of the conscripts should be treated in the same way in common fairness.

Government sympathy and the sympathy of one's friends, for all practical purposes, is worthless unless backed up by a sum of money allocated from the public funds of the Colony.

It does not require a deep student of human nature to tell you what one may expect from one's so-called friends—a woman will be looked at askance when the rest of her sex know she has been left unprotected.

Hongkong should be only too proud to fall into line with other places in the Empire and provide amply for the wives of the men who no longer have a monthly cheque to hand them.

As "A Practical Man" says, nothing should be put in the way of any woman if she wishes to go with her children to live elsewhere.

Hoping you will find room in your columns for this letter, I beg to remain, sir, yours faithfully,

## PRACTICAL MAN No. 2.

Hongkong, 3rd June.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Can anyone say why British subjects of British descent only are to be conscripted? Surely there are numbers of able-bodied men among Chinese and Eurasian British-born subjects in this Colony who could be of great service in this war! When occasion suits, these men are quick to take advantage of the privileges pertaining to their British nationality. Why should they not share some of the responsibilities? What of the numerous Ambulance Sections in the Colony? Cannot their services be availed of? Surely their training ought to fit them for the front, where they can put to practical use the knowledge they have obtained.

There are many Hongkong-born Eurasians (some of whom have done or are still doing military service), whose services are available. Why should they escape being sent to the front? Some have volunteered both from here and the North and have been fighting for the past three years. Will not some member of our Legislative Council take this matter up at the second reading of the bill?—Yours faithfully,

## OLD RESIDENT.

## CANTON NEWS.

[BY COURTESY OF THE "CHUNG NGOI SAN PO."]

Canton, June 3rd.

## THE CIVIL GOVERNOR.

We are informed that the Civil Governor, Li Yew-hon, has not yet declared independence, but has suddenly recalled all his troops to return to Shui-Hing. Li has sent Chak Wong, the Defence Commissioner of Shui-Hing, to Canton to take charge of affairs in the Governor's Yamen.

## GENERAL LUK.

A message from Nam Ning states that General Luk left Nam Ning the other day. It is said that he is proceeding to Wuchow.

Replying to the Commander of the 1st Squadron, General Luk stated that he could not assume office as Controller of the Confederation Government whilst he had to control the military affairs of the Hunan and Kwangsi expedition.

## THE 1ST SQUADRON.

Martial-law has been proclaimed on all the boats of the 1st Squadron in Canton. It is said that the Commander, since the Naval Headquarters in Whampoa were ransacked by armed robbers, is afraid of attempts to attack the gunboats.

## THE M.P.E.

Manifestoes denouncing the M.P.s. who obtained the reconstitution of the Military Government have been posted on the walls of various streets in Canton.

## SWATOW REPORTS.

It is reported that northern troops commenced an attack on the Canton forces yesterday. The latter were defeated and the whole of the Wong-Kong line was occupied by the northern troops.

## LUNG'S TROOPS.

It is reported that Lung's troops are very active in Liu-chow. They recaptured the Fuchow city after Hum Hing-yang (Canton leader) was killed in action. They are proceeding to attack the Tin-Pak district. The situation on this front has again become very serious.



# THE WAR.

## FRENCH COUNTER-ATTACKS RECOVER POSITIONS.

### GREEK SUCCESS IN MACEDONIA.

#### AIR RAIDS ON PARIS.

#### Branco-Belgian Front.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

#### BRITISH FRONT.

#### ONLY RECIPROCAL ARTILLERY FIRING.

LONDON, June 2nd.

Field-Marshal Sir Douglas Haig reports:—There was only reciprocal artillery firing in different sectors on the British front.

#### AERIAL OPERATIONS.

LONDON, June 3rd.

Field-Marshal Sir Douglas Haig reports:—Fine weather on June 1st enabled us to perform much observation work.

We brought down 21 German aeroplanes, drove down four uncontrollable, and destroyed four balloons. Four British aeroplanes are missing.

We dropped in the daytime 20 tons of bombs on Zeebrugge Mole, railways at Armentieres, Rosieres, Busigny and Flers and on other targets.

Long-distance bombing aeroplanes heavily attacked the railways at Karthaus and Metz Sablons.

One British machine did not return.

At night we dropped five tons of bombs on targets in the Somme Valley. All our machines returned.

#### EARLIER CABLES.

#### SUCCESSFUL RAIDS.

LONDON, June 2nd.

Field-Marshal Sir Douglas Haig reports:—London Regiments successfully raided last night south-eastward of Arras and captured 27 prisoners and a machine-gun.

We also raided south-eastward of Lens and northward of Bethune, taking prisoners.

There was considerable hostile artillery firing this morning at Villers-Bretonneux and Ypres and on the front between Albert and Arras.

We captured 72 prisoners in the recent fighting at Aveluy Wood.

#### FRENCH FRONT.

#### POWERFUL GERMAN ATTACKS.

PARIS, June 2nd.

A communiqué states:—The day was marked by a series of powerful German attacks on the whole front between the Oise and the Marne.

After alternating advances and retirements we only gave up certain points before still superior forces, on which heavy losses were inflicted.

Between the Oise and the Aisne we carried back positions to the northern outskirts of Carlepont Wood, and on the heights west of Andignicourt to Pontenoy.

All enemy attempts west and south of Soissons to north of Vierzy were futile. The battle further south was most violent on both sides of the Ourcq.

The enemy holds Chouy and Neuilly St. Font.

We continue fighting on the line Villers-heron-Nauroy-Trieu-Monthiers-Reilly.

We hold the Chateau Thierry.

The situation north of the Marne is unchanged.

#### FRENCH COUNTER-ATTACK RESTORES POSITIONS.

Despite constant enemy pressure on our right we practically maintained our positions in the region of the Dormans-Rheims road, particularly north of Villeent-Ardenois.

The situation north-west and north of Rheims is unchanged. A violent enemy attack south-east of Rheims, supported by tanks, momentarily seized Pempelle Fort on the railway. An immediate counter-attack recaptured the fort and restored the positions. We took 900 prisoners and four tanks.

Twenty-three enemy machines were killed and 14 were badly damaged in air-fighting on Friday. Six captive balloons were destroyed.

Our scouts reconnoitred enemy movements day and night.

Our squadrons machine-gunned marching German troops, inflicting heavy losses.

Bombing squadrons day and night on Friday dropped 66 tons of projectiles on troops, convoy stations and aerodromes.

#### FRENCH THROW BACK THE ENEMY.

PARIS, June 2nd.

A communiqué states:—The German pressure continues intense on the front between the Oise and the Marne.

Extremely violent enemy attempts in the region of the northern outskirts of Carlepont Wood and at Moulins-St. Ouve were checked by our troops, who threw back the enemy to north of the last-named locality.

Mont-de-Choisy was attacked four times by the Germans and taken by them, but it was recaptured at the point of the bayonet. We remain in possession of the place.

#### POSITIONS RE-OCCUPIED.

Between Vierzy and Oureq the enemy took possession of Longpont, Corey, Faverolles, and Troesnes, which, however, we reoccupied by energetic counterattack.

On the Marne the Germans reached the heights west of Chateau Thierry. We hold part of the town situated on the left bank.

Violent fighting occurred in the neighbourhood of the road from Dormans to Rheims, which the Germans slightly crossed south of Olizy, Violaine and Villeent-Ardenois.

There is no change on the Rheims front.

#### The Near East.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

#### TURKS REPORT GAINS.

LONDON, May 31st.

A Turkish communiqué states:—We occupied territory south and south-east of Kirkuk.

#### The Balkans.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

#### GREEKS EXTEND GAINS.

LONDON, June 3rd.

A French Eastern communiqué, dated June 1st, states:—Several enemy attempts at night-time to recapture positions south of the Struma completely failed.

The Greeks have extended their gains west of Skradiligen and captured 100 prisoners.

#### Aerial Activities.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

#### ENEMY GROUPS ATTACK PARIS REGION.

PARIS, June 2nd.

An official report states:—An alarm was given at 12.08 this morning.

Several groups of enemy aeroplanes succeeded in reaching the Paris region and were met with a lively cannonade by our batteries.

Several bombs were dropped.

It is reported that a number of people were injured. "All Clear" was signalled at 2.05 a.m.

#### AIR FORCE DECORATIONS

LONDON, June 2nd.

His Majesty the King has instituted two decorations for the Royal Air Force, namely, the Distinguished Flying Cross for gallantry, and the Air Force Cross for courage and devotion to officers and warrant officers, and the Distinguished Flying Medal and Air Force Medal to non-commissioned officers and men.

#### ANGLO-ITALIAN AERIAL GAINS.

LONDON, June 2nd.

An Italian semi-official report states:—During May the Italians brought down 54 aeroplanes and the British brought down 82. The British and Italians lost four machines.

#### General.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

#### KING'S BIRTHDAY HONOURS

LONDON, June 1st.

The Gazette contains thousands of honours, mostly military, on the occasion of the King's Birthday.

Lord Rhonda is created a Viscount. Three Barons include Mr. G. D. Faber, M.P. for Clapham.

Seven Privy Counsellors include the leader of the Parliamentary Labour Party, Mr. W. Adamson, and the Parliamentary Secretary to the Food Controller, Mr. J. R. Clynes.

Fourteen baronetcies include Mr. J. G. Butcher (M.P. for York), Mr. R. L. Harmsworth (M.P. for Caithness), and the Coal Controller, Mr. Calthrop.

The knighthoods include the theatrical manager, Mr. Alfred Butt; the editor of the *Daily Telegraph*, Mr. Le Sage; and the editor of the *Liverpool Post*, Mr. Jeans.

There are hundreds of recipients of various classes of the Order of the Bath, Cross of St. Michael, Indian Empire, etc., and thousands of Distinguished Service Orders, Military Crosses, Military Medals, etc., for services in France, Egypt and Salonika.

#### PLAGUE ON BOARD "SOMALI."

LONDON, June 2nd.

Two cases of plague, of which one was fatal, were discovered at Gravesend on the arrival of the *Somali* from Bombay. Several dead rats were found in the *Somali's* storeroom.

The cargo is being discharged into lighters.

#### AFFAIRS IN RUSSIA

#### GERMAN PROPOSAL ACCEPTED

LONDON, June 2nd.

A wireless Russian report states:—M. Tchitcherine has informed M. Mirbach that the Russian Government accepts Germany's proposal that Russia should cede to Finland the western zone of Murman with an outlet to the sea, whereupon Finland would return the forts of Ino and Raivola to Russia on condition that they are not fortified, thus hoping that armed complications and bloodshed will be avoided.

#### THE SILVER MARKET.

#### WEEKLY REPORT

LONDON, June 2nd.

Messrs. Samuel Montagu's report states:—The price is again unchanged for the week, and the tone continues good. A fair amount of silver has changed hands.

Shanghai exchange gained fraction. In connection with the recent United States Act providing for the melting down of 350,000,000 silver dollars, it is noteworthy that purchases of silver to replace the melted down dollars must be made in the United States of the product of the mines or reduction works in the United States, and also that no limit as to date of delivery of the proposed purchases is laid down.

#### THE SITUATION AT ZEEBRUGGE.

LONDON, June 2nd.

The Admiralty announce:—A photographic reconnaissance of Zeebrugge shows clearly a submarine or other vessel lying on her bilge close to the Mole. This vessel was probably torpedoed by the *North Star* on the night of April 23rd.

The reconnaissance also shows a destroyer with her deck awash 300 yards from the Mole, presumably sunk by an aeroplane bomb on May 20th.

#### BELGIAN PROBLEMS. SELF-HELP AND RESTORATION.

At the beginning of the battle of the Yser the fighting troops of Belgium numbered only some 60,000 men, of whom only 48,000 were infantry. Belgium started the war with one machine-gun and 2½ field guns per 1,000 men. The Army had only 24 howitzers of 120cm. and 150cm., no grenades, and no trench equipment. Motor transport and ambulances were requisitioned vehicles. It had one mobile searchlight, two captive balloons, and a few uncertain aeroplanes. After the battle this completely inadequate material no longer existed. The supply of shells was completely exhausted, and, flung out of their country, the Belgians no longer had the means to re-equip themselves. To-day the Belgian Army has established its own factories, makes its own guns, and all except its heaviest shells, its motor-cars, and a few masses of other equipment.

The reconstitution of the Army has been the most urgent task, but together with that problem there has been the duty of keeping alive among the scattered population abroad the spirit of national unity, and of keeping as closely in touch as possible with those who remain in occupied territory. The success which has attended these efforts to keep the country going is perhaps most strikingly shown by the fact that dotted throughout France, Great Britain, Holland, and Switzerland over 900 Belgian primary schools have been established in which 39,000 children are receiving education.

#### CONGO DEVELOPMENT.

Nor has this national activity been confined to Europe and there is perhaps no more satisfactory indication of Belgian vitality to be found than in a survey of the conduct of affairs of the great Congo Colony. Not only has attack been repelled and most efficient co-operation afforded in the campaign against the Germans in East Africa, but the measures taken for the welfare of the natives have been steadily pressed, and commercial prosperity has been developed. The railway system has been extended, and attention has been devoted to mining and agricultural industries. With what success this has been done is shown by the fact that exports from the Congo increased from £2,120,000 in 1914 to £2,980,000 in 1915 and to £5,169,000 in 1916.

When the time comes for the Belgians to go back to their homes, to start the life of their country again, what will they find left and what means will they have of rebuilding all that has been smashed and broken up, of getting their farms quickly into the stage of fruitfulness, of making their factories and their mines once more productive? asks the Paris Correspondent of the *Times*. Unless we can find the means to let Belgium have her share of the raw materials, rolling stock, machinery, agricultural implements, live stock, and seeds which we may have available at the close of the war, we shall fail in our fight for Belgian restoration; we shall have a weak Belgium, exposed to the economic pressure of Germany and open to her political intrigues.

The Belgian Government is first of all concerned with problems of war, but the problems of peace are pressing more and more upon its attention. It is impossible to keep pace with the steady destruction of industrial and agricultural equipment wrought by the enemy, or to have an accurate idea of what in these directions will be Belgium's requirements. Meanwhile, in a general way, it is not too much to say that the country has been emptied of everything which is not in its place of use to the enemy; and nothing but the husk of Belgium remains. The factories have been emptied of their machines, the farms of their live stock; local railways have been torn up. The hunt for metal, for wool, linen, and cotton, has been carried into the very homes of the people. Thus firebricks have been removed, their rods, curtain poles, curtain rings, balustrades, door-handles, bells, piano candelabra, bedsteads, metal cloak-room tickets, and lightning conductors have been thrown into the melting pot; the wool stuffing has been torn from mattresses. All cotton and linen materials have fallen under requisition. Table-cloths, bed-linen, and underwear have been declared subject to seizure.

Yet, in spite of all the wretched misery of the people, in spite of this wholesale pillaging, the moral of the oppressed Belgians is absolutely firm. Many of them have lived in idleness for years, rather than work for the German. But they are preparing in silence for the day when they shall regain their freedom and resume their habits of industry. When that day comes the Government must not meet them empty-handed.

QUESTIONS FOR THE ALLIES. Allied imports have to take the place of German imports. Allied markets to supply German markets for Belgian export trade. The great liners of the British mercantile marine will have to occupy the berths of Japan, and the North-German Lloyd along the quays of Antwerp. A further series of difficulties is indicated by the fact that many of the industries which before the war were peculiarly Belgian, such as the zinc and glass industries, have been created for war requirements in France and in England, and will be competing against Belgian efforts to rebuild their ruined industries.

One of the great elements necessary to the solution of all these problems is missing—perhaps inevitably missing in these days of uncertainty—namely, and indications of the general lines of the economic policy which will be followed by Great Britain after the war. Belgium and Great Britain have many fiscal ideas and trade methods in common, and while Belgium, after as before the war, will decline by entering any, even a friendly, (Continued at back of next column.)

#### RATION REGULATIONS.

This is the dietary guide of the British people, published in all the papers of the United Kingdom daily, and the authorities see to it that it is adhered to strictly. Grumblers who feel disturbed over small privations, should study it carefully and ask themselves if they are really making sacrifices.

#### THE MEAT CARD.

You can only use four coupons in one week. Take your card with you when you want to buy. The shopkeeper must tear off the coupons. You must buy your allotted ration each week or forfeit it.

Fresh butcher's meat.—You can only buy at the butcher's where you have registered. You can only use three coupons each week for butcher's meat, including pork. You can buy with each coupon 5d. worth of meat.

Bacon, tinned meats, poultry, etc.—You can use any of the coupons for these, and can buy them at any shop.

Meat meals in restaurants.—You can use any of the four coupons, or half coupons, for buying meat meals at any restaurant, canteen or eating-house.

#### MARGARINE OR BUTTER CARD.

The margarine or butter ration is:—4oz. per head per week. Children rank the same as adults. You can buy it only from the retailer with whom you have registered. You must produce the card or cards every time you buy. You must buy each ration each week or forfeit it.

#### WHAT 5D. WILL BUY.

The following indicates the weight of butcher's meat you can get with one 5d. coupon:—

|                | Oz. |
|----------------|-----|
| Rump steak     | 3   |
| Leg (boneless) | 3   |
| Do (with bone) | 9   |
| Silver-side    | 4½  |
| Sirloin        | 4   |
| Wing ribs      | 4   |
| Topside        | 3½  |
| Brisket        | 6½  |
| Beef suet      | 4   |

#### MUTTON OR LAMB.

|                   | Oz. |
|-------------------|-----|
| Leg               | 4½  |
| Shoulder          | 5   |
| Neck              | 6   |
| Mid. neck (steak) | 8   |
| Breast            | 7   |
| Chops             | 3½  |
| Serag             | 7   |

#### WHAT 4TH COUPON WILL BUY.

|                                              | Oz. |
|----------------------------------------------|-----|
| Poultry or game, with offal                  | 12½ |
| Without offal                                | 10  |
| Rabbit or hare, with offal                   | 10  |
| Without offal                                | 7½  |
| Bacon or ham, uncooked, with bone            | 4   |
| Without bone                                 | 3   |
| Sausages, 67 per cent. meat                  | 6   |
| 50 per cent. meat                            | 8   |
| Cooked butchers' meat, no bone               | 2½  |
| Cooked bird                                  | 6   |
| Cooked rabbit or hare                        | 5   |
| Cooked ham, no bone                          | 2½  |
| Tinned meat                                  | 2½  |
| Meat pies, cooked sausages, sandwiches, etc. | 2½  |

A child's coupons, of course, will buy only half these weights.

#### IRISH CONCRETE SHIPS.

At their new shipyard, situated at a beautiful part of the North of Ireland coast, Messrs. J. and B. Thompson, of Belfast, in March laid the keel of the first concrete ship to be built in Ireland. The vessel will have a gross tonnage of about 1,000, and will be of the sea-going type. She was expected to be ready about the end of May. The keels of four other vessels of the same class were to be laid by the end of March. The contractors hope to deliver them to the owners—the Government—at weekly intervals after the first one has been handed over. It only six weeks since the site of the shipyard was a wilderness, so there was some hustling necessary before the first keel could be laid. There are six ships in all. The whole enterprise, indeed, was carried out with a thoroughness and despatch that we have come to look upon as American. Fortunately the contractors found at hand an ample supply of labour, which they have used to the best advantage.

Customs union to surrender a little of her economic freedom, it is nevertheless the earnest desire of a very large section of the country to reach some economic understanding with Great Britain which shall be of mutual benefit.

Meanwhile work on points of important detail is proceeding rapidly. Thus the Minister of Marine has encouraged the formation of a shipping organization, the Lloyd Lloyd, which aims through its close connection with British lines at making Antwerp a base for British liners on the Continent. The Government has entered into negotiations with the American Government so as to have first claim upon that material in Europe which at the end of the war the United States may not desire to carry away with their Army. It has successfully carried through negotiations with Great Britain, on another point affecting demobilization, and the settlement reached has given much satisfaction to the Belgians.

No broad decisions of principle, however, have been taken, and the Belgians, while gratefully acknowledging that they owe to the Allies, feel, nevertheless, that they have a right to urge their views at the economic conferences between the Great Powers. The Belgian Government has no desire whatever to lose the benefits it derives from the presence of the various foreign diplomatic representatives at St. Adresse, but from many conversations with the members of the Belgian Government I am able to see for myself that one of the great obstacles to a really satisfactory treatment of their problems is the lack in England of a central authority—of a man able by his personal and political position to obtain rapid and practical decisions from the British Government.

#### FLYING NERVES.

#### HOW PILOTS GO "MOULDY."

"Poor old So-and-so," said the Squadron Commander. "He's lost the best thing he had—his nerve."

There are hundreds and hundreds of "poor old So-and-sos" in the Air Service. You can find one or two of them on practically any flying station; their nerves for flying have given out, and there they are "on ground duties" in the official phrase.

They are by no means all the victims of "crashes." Flying nerves are most complicated things, and a pilot will often confess to having "cold feet" when, to all outward appearance, he is perfectly fit. The whole business is mental; there is no twitching of hands, or eyelids, for example, and frequently the doctors can discover no positive signs of the condition.

A pilot will say, "I have lost confidence in myself. I am terrified at the idea of flying. I want a rest."

He gets a rest. It is perfectly well recognised that he is probably speaking the sheer truth, and that it would be absurd to say to him, "We can find no trace of nerves in you; we believe you are malingering." The most likely outcome of adopting such an attitude would be a horrible crash and one pilot and one machine less in the service.

The nerve strain of flying is enormous, but people who are "full out" and really fond of going up are not constantly aware of it—fortunately. So long as a man "does not notice" that he is flying and feels quite at home in the air his nerves are all right. As soon as he begins to think too much about it, they are wrong. Very few people can go on flying constantly year after year. That, gift belongs to rare exceptions—to men like Hawker and Wing-Commander Samson, for example, who can still go up day by day with the same zest as they did before the war.

Sooner or later the majority of fliers go "mouldy." There is one man, famous as one of the earliest aeroplane experts, who seldom goes up nowadays, and when he does he is almost afraid to "bank." There is another, celebrated two years ago as one of the star "boy pilots," who has never had a bad crash but who has "gone stale," and now does with the greatest caution the "stunts" which he formerly performed with the most brilliant dash and daring.

Third who once would fly across the North Sea with equal ease is now unable to sleep if he foresees the chance of such a journey on the morrow.

The biggest trouble of all is that five times out of six a pilot who is temporarily excited flying does not get back his old form. To be an expert in the air you must fly regularly, just as to excel at billiards you must play that game regularly, and though a man who has been "cold" with "cold feet" for a time may go back and still be quite a useful flier, he is seldom his old self in the air.

He thinks too much—and that is more or less fatal.

"I used to be frightened to get up and look out of doors in the morning lest it was a fine day and I'd have to fly over the lines," a pilot once said to me.

There you have a whole Novel of Nerves in a nutshell.

W. P.

#### WOMEN DEFRAUDED OF £280,000.

#### GERMAN EMPRESS SAVES CULPRIT.

An outrageous case of German scoundrelism in high places, condoned by the Empress herself, who intervened to save the culprit from punishment, is pilloried by a correspondent of the *Daily Express*, who takes his facts from the *German Press*.

Herr von Behr-Pinnow, Chamberlain and Private Secretary to her Imperial Majesty, swindled a personal profit of £280,000 out of the soldiers' wives whom he employed to make sand-bags. When prosecuted for this mean crime, he had the audacity to offer £25,000 as "conscience money." What his judges thought of this is not known, but at the moment when they were about to sentence him to imprisonment and to secure his acquittal.

According to the *Berliner Tageblatt*, Pinnow, having pledged his word to the Ministry of War that the work of sewing would be exclusively entrusted to the wives of soldiers, had procured from the military authorities the monopoly of making and the supply of sacks and sand-bags for the army. In the interest of the soldiers' wives, the Ministry of War, in response to Pinnow's request, had agreed to "pay them 10d. for each sack."

Herr von Pinnow thereupon established a limited company to carry on the work, but it eventually appeared that this concern, which was started with a capital of £1,000, was carried on solely by Herr von Pinnow, with Frau Legation, Countess Rose, and a fourth party, whose name is not disclosed. On this limited capital the company realised a profit within the period of nine months of £280,000. This profit of the Empress paid these stricken women only half the sum he had guaranteed, and his profit of £280,000 was made out of their sweat and tears.

When, after being found out, Pinnow offered to pay less than a tenth of his ill-gotten gains as "conscience money," the War Department was ready to accept it, but owing to the determined opposition of certain Reichstag deputies it fell through, and Pinnow was accordingly charged with embezzling public money. At the very moment, however, when the judge was about to pass sentence, a statement, which was circulated to the Press, but the name of the author of which was not disclosed, was handed to the court, in which every charge brought against the defendant was categorically denied, and he was discharged.

The *Forwards* states that Pinnow's offence was worse than that indicated in other papers. The wages of 5d. paid to the women was not for making one sand-bag, but for ten, and even from this amount the charge for sewing cotton was deducted.







## INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

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Managing Agents.

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(RILDFNAR & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO  
UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.  
Subject to change without notice.

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THE BANK LINE, LIMITED.  
General Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| FOR                       | STEAMERS   | TO                  | DATE |
|---------------------------|------------|---------------------|------|
| AMOY and SHANGHAI         | "SINKIANG" | On 4th June 10 A.M. |      |
| SWATOW and SHANGHAI       | "LUCHOW"   | On 4th June Noon.   |      |
| WEIHEI, TWEI and PIENHSIN | "KUEICHOW" | On 4th June Noon.   |      |
| SWATOW and SINGAPORE      | "LINAN"    | On 4th June Noon.   |      |
| SHANGHAI                  | "SUİYANG"  | On 6th June 3 P.M.  |      |
| SHANGHAI                  | "KAIFONG"  | On 8th June 3 P.M.  |      |

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.  
Excellent Saloon accommodation; Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR  
SWATOW, AMOY AND FOOCHEW  
AND RETURN.  
(Occupying 9 to 10 Days).

"HAIHONG" ... Capt. J. W. Evans ... FRIDAY, 7th June, at Noon.  
"HAIKAN" ... Capt. A. E. Hodgins ... TUESDAY, 11th June, at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—  
DOUGLAS LAFRAIK & CO.,  
General Managers.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN  
CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified cargo.

For Freight or Passage apply to  
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## P. &amp; O. S. N. CO.

## ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT  
TO

## MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO  
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

| Steamers   | Leave Hongkong | Connecting Mail   | Due at MARSEILLES | Due at LONDON |
|------------|----------------|-------------------|-------------------|---------------|
| to COLOMBO | 10th Noon      | Str. from Colombo | 1917              | 1917          |

When Passengers change Steamers at COLOMBO.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.  
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO  
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

Passengers may travel by Railway in Japan between Ports of Call free of charge.  
Return Tickets are available to Messageries Maritimes Company.

INTERMEDIATE STEAMERS  
(Non-Transshipment),  
IN ADDITION TO THE ABOVE MAIL STEAMERS,  
WILL LEAVE DIRECT FOR  
MARSEILLES AND LONDON,  
Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO  
AND PORT SAID.  
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.  
Proposed Sailings:

| STEAMERS                    | Leave Hongkong about | Leave SINGAPORE about | Due at MARSEILLES, if calling about | Due at LONDON about |
|-----------------------------|----------------------|-----------------------|-------------------------------------|---------------------|
| The Intermediate Service is | Temporarily          | Suspended.            |                                     |                     |

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.  
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.  
Return Tickets at fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months.  
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GOSNARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.  
For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to  
P. L. KNIGHT,  
Acting Superintendent.

## NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

| DESTINATION                                                                  | STEAMER & DISPLACEMENT         | SAILING DATES     |
|------------------------------------------------------------------------------|--------------------------------|-------------------|
| SHANGHAI, KOBE & YOKOHAMA                                                    | KANAGAWA MARU 12,500 tons SAT. | 22nd June 11 A.M. |
|                                                                              | MISHIMA MARU 16,000 tons SAT.  | 22nd June 11 A.M. |
| NAGASAKI, KOBE & YOKOHAMA                                                    | NIKKO MARU 9,600 tons SAT.     | 16th June 11 A.M. |
|                                                                              | AKI MARU 12,500 tons SAT.      | 20th July 11 A.M. |
| SHANGHAI, MOJI & KOBE                                                        |                                |                   |
| LONDON or LIVERPOOL via SINGAPORE, PENANG, COLOMBO, DELAGOA BAY & CAPE TOWN  |                                |                   |
| MELBOURNE via MANILA, ZAMBOANGA, THURSDAY, IS. TOWNSVILLE, BRISBANE & SYDNEY |                                |                   |
| NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO & PANAMA CANAL          |                                |                   |
| BOMBAY via SINGAPORE, MALACCA & COLOMBO                                      |                                |                   |
| CALCUTTA via SINGAPORE, PENANG & RANGOON                                     |                                |                   |

§ Omitting Shanghai and/or Moji. † Wireless telegraphy.

## HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

Very Sailing from Hongkong:  
† FUSHIMI MARU ... TUES. 11th June, at 11 A.M.  
† KASHIMA MARU ... THURS. 20th June, at 11 A.M.  
‡ Omitting Manila Eastbound.

For further information apply to  
NIPPON YUSEN KAISHA.  
K. MOJI Manager.

Telephone 222 and 223

TOYO KISEN KAISHA.  
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.  
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

| Steamers         | Tons   | Leave Hongkong  |
|------------------|--------|-----------------|
| SIBERIA MARU ... | 18,000 | SAT. 8th June   |
| TENYO MARU ...   | 22,000 | SAT. 22nd June  |
| SHINYU MARU ...  | 22,000 | TUES. 18th July |

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, ORUZ, BALBOA, CARLAO, ARICA, and IQUIQUE.

| Steamers        | Tons   | Leave Hongkong |
|-----------------|--------|----------------|
| KIYO MARU ...   | 17,500 | July 12th.     |
| ANYO MARU ...   | 18,500 | Sept. 8th.     |
| NIPPON MARU ... | 11,000 | Nov. 8th.      |

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN STEAMERS, LTD., and the PACIFIC MAIL STEAMSHIP CO.  
Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—  
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NORTH AMERICAN LINE—Regular fortnightly services between Hongkong and Puget Sound ports touching at intermediate ports in Japan.

|                   |                                |
|-------------------|--------------------------------|
| "ARABIA MARU" ... | WED. DAY, 5th June, at 11 A.M. |
| "AFRICA MARU" ... | SUNDAY, 9th June, at 2 P.M.    |
| "CANADA MARU" ... | MONDAY, 17th June, at 3 P.M.   |

SOUTH AMERICAN LINE—Every two months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Manila, Davao and Cape Town.

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KEELUNG via SWATOW and AMOY.

"AMAKUSA MARU" ... TUESDAY, 4th June, at Noon.

TAKAO via SWATOW and AMOY.

"SOSHU MARU" ... THURSDAY, 6th June, at 9 A.M.

FOR SAILING DATES AND FURTHER PARTICULARS

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